

Firstly I am fully aware this road has been planned for many years and when we purchased the house 23 years ago we were aware that a road may be constructed across the field. I did hope that it would never be built and held out that the future would bring a change with green belt areas being maintained and more emphasis on public transport as we aim to reduce pollution and global warming.

That said I never considered for one moment that if the road did go ahead such disregard for my family and neighbours safety and wellbeing alongside pedestrians and cyclists would occur. If the proposed junction was presently in place planning permission would not be given for my house as it stands, I have read the planning service vehicular access standards 2nd edition 1999 and whilst I am certainly not an expert I believe that the position of my home will be in contravention of these standards also a new access will not be allowed if it involves vehicles entering or leaving the carriageway close to a junction, on a sharp corner or at a blind spot. If the new entrance is allowed it will be subject to conditions, including those concerning gradients, drainage and the position of gates. - <http://www.homebuilding.co.uk/advice/beginners/plots/access-issues#sthash.xTjHLtyp.dpuf> I also understand that forward entry and exit would be an essential safety component of the planning, therefore I fail to understand that you can build such a junction when it will affect safety.

Whilst we can argue tit for tat over Jim McMaho's rebuttal proof I do not see the point but would just like to make some points that are particularly misleading.

- 1) The consultation process in my opinion was a tick box exercise, the local liaison forums that I attended were full of local people objecting to the proposed junction. I believe it was decided on a budget disregarding the concerns of those most affected.
- 2) We were not included in the meeting on the 24th December, it was certainly not an appropriate time for most families to attend.
- 3) The group meeting with the residents on the 13th of May was appalling as we believed we were going to discuss the lessening width of the footpaths only to be informed when we got there that we really had the wrong end of the stick and the footpaths were not going to be affected. Plans for the proposed junction were not disclosed.
- 4) 23rd May this was the first occasion that we saw the plans, I would like it noted that Sue Stevenson stated that there really had not been a consultation on the proposed junction as other issues had taken precedence at the previous meetings. Also Naz initially stated he did not have the plans and it was only when he was pressed to draw the junction that he produced them from his case. I believe that because I requested a hard copy and downloaded copy that the plans were then sent to my neighbours. I believe no commitment has been made to alleviate my concerns.

Mr McMahon also points out that cars were parked on the footpath obstructing the passage of pedestrians. This is a constant at the moment and I have to admit that at times due to the width of the driveway we have parked on the footpath, this is generally when my parents or disabled friend is visiting, also in order to get the bins down the drive and after the bin men have emptied them and left them in front of the driveway. Some of our neighbours do park on the footpath and this restricts access and exit even more, however much as I would like to request removal I want a quiet life and think it is a matter for the Police

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You **MUST NOT** drive on or over a pavement, footpath or bridleway except to gain lawful access to property, or in the case of an emergency.

Laws HA 1835 sect 72 & RTA 1988 sect 34

14/R08 Mr. McMahon's rebuttal suggests we are able to use the existing wide footpath to complete our manoeuvres, surely this does not comply with the law and is an increasing hazard for pedestrians. It should be noted that it is not actually possible to complete this manoeuvre on the footpath.

Looking at the junction layout I would continue to emphasise it will make exit and entry to my home more unsafe. In order to reverse onto the driveway I would have to indicate left as I approach a filter lane I believe any driver following me will think I am turning left onto the proposed filter lane. I envisage that it will be even more hazardous than at present to turn right.

I do not understand traffic modelling therefore I am at the mercy of the planners but living where do I still do not understand how the proposed junction requires five lanes to access the junction in a southerly direction and only one lane in a northerly direction. If you visit the area any time between 7.30 am-9.15 am traffic is congested travelling north, also between 4.30 pm and 6pm again travelling north.

The exit route from Tesco provides yet another safety hazard which we deal with daily and should be taken into consideration as I am sure their customer numbers will increase as traffic along this route increases. So whilst Mr McMahon suggests that there may be a gap in traffic, he fails to understand the amount of vehicles that regularly come flying out of the petrol station as soon as there is a gap in the traffic, travelling south and these will presumably increase.

As I stated before I was aware a road may be built but I never considered such little thought would be given in the planning to the safety of myself, family, and neighbours.

I hope you take the opportunity to exit and enter my drive from the road reversing in and out to get a full picture of the concerns raised and if you do consider that with the proposed junction no increased difficulty will be encountered you will be able to alleviate my anxieties.

* Sue Stevenson's reply to my concern on 13 June stated that even if it were more difficult exit & entry would not be unsafe. It is unsafe now so if it became more difficult naturally it will be more unsafe.